

Dear Larry,

12/30/72

Bugs, Tom Ameche (are you too young for this gasser?) and human beings as rural carriers got me great service today, hand-delivery of your 12/28 with the very welcome, with bugs, The Plot to "kill the President. I think I'd ask you to send, since you said you had been kind enough to get it for me, in what I handed the carrier when he drove all the way in to deliver the mail and a fresh supply of stamps because I was all out. I called and got this special service. Great, huh?

There was also the enclosed letter from Rife. Please be careful not to get him in trouble, but I think there is a story, especially for a Chicago paper, if putting whites in cells with blacks is being used by the feds as punishment. Quite independent of this I got the same story from John, was was holed for almost two months for refusing after he disarmed a black when put in an overcrowded cell in which he was the only white. With his known racist views and the crime with which his brother is charged? A knife.

Here the blacks more than the whites should be resentful. It should if developed, sell lots of papers. If it can be proven, it is one on which Kleindienst can't win. The racist white will hate and so will the anti-racists, black and white.

(Rife's ref to Jerry's very bad environment; he is living with and on J.B. Stoner, whose chauffeur/bodyguard he is or at least was. In Marietta, Ga. Stoner is more anti-Demetic than anti-black.)

I've sent a copy of your letter to the reporter friend I've mentioned, the one interested in The Peking Man. Glad O'Connor is so receptive. I've sent you more of my trying to dope things out with inadequate raw material.

I figured Michele Clark made much more, but to make the point I was an ultra. I've since commented on the size of the suits already filed. Here, rather than with FAA, may there be some hope.

There is the lingering puzzle on the stalling, ref to graph quoting pilot. I believe this plane was in line for landing, below 500', and see no need for gunning engines past the point where any pilot would have known they'd stall him. If as you said the gear there is not like the impressive things I've lived through at O'Hare, all this guy had to do is not go lower too fast. If he didn't go lower he couldn't land, could he? So, unless contrary to all reports he'd lost all his power, I still can't figure the need to overload his engines. The accounts, if dependable and complete enough, do not show partial failure, like one engine. It may in fact be simple, but not to me as reported.

Sherman is always crazy, this louses up the good, on which he could have a local monopoly. If the pipeline guys had papers telling all, what happened to them? or did he make this up so he could say see, they burned? Even is the money didn't. From your account, too, any connection by her is at least a little fuzzy! I haven't seen the second CJR piece on him, but don't go to lots of trouble. By the way, as a lawyer Mitchell's firm had big pipeline accounts. Don't tell Sherman, but it included Tennessee, and Hack Anderson wrote about long ago.

Tiring again. Many thanks for the sent and the promised. You outline right approach on Rife. I think it is more: why didn't the State extradict within the statutory 120 days? If he has trouble getting a copy of the affidavit of confession to you, I have a copy. And don't forget we may know where the pieces of hacksaw blades are hidden in that cell from which he was led after goofing the attempt to make it look like an escape and who took pix, if he kept them, showing no man could go through the too-small hole in the bars.

This story about the Jones story, by the way, is not 100% consistent with Jerry's. Rife probably got from John.

I didn't stop to do the thinking Rand didn't do! Bu I've got several Bams.

Thanks,